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INFORMATION REPORT

REPORT

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COUNTRY Czechoslovakia

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SUBJECT Prague-Ruzyně Airfield

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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Prague-Ruzyně Airfield [5006N-1416E] was the main civilian transport field in Czechoslovakia. It was located approximately 15 km. west of Prague, four km. east of the town of Ruzyně, and to the left of the Prague-Slany [5014N-1406E] highway [Point #1]. From Prague to the northeast corner of the field, was a cobblestone highway approximately 30 m. wide which had, in the center, a dividing grass covered island three m. wide. From the northeast corner of the airfield to Slany this highway narrowed down to 12 m. The airfield was approximately 1,200 feet above sea level.
2. The airfield was approximately two thousand m. in length from north to south, and approximately 1,500 m. from east to west.
3. There were three runways on the airfield. [] Comment: Airfields and Seaplane Bases of the World states that Ruzyně Airfield has four runways. These runways were constructed of concrete and were in good condition. The largest runway [Point #22] was approximately 1,800 m. in length and about 30 m. wide; it ran northeast - southwest. The north - south runway [Point #23] was approximately one thousand m. in length and about 20 m. wide. The northwest - southeast runway [Point #24] was approximately one thousand m. long and about 30 m. wide. There were two concrete taxi strips [Point #21]; one was approximately 800 m. long and 10 m. wide, the other was approximately 200 m. long and 20 m. wide. The aprons in front of the hangars were constructed of concrete and were approximately 50 m. wide. This airfield was level and the area between the runways and strips was covered with grass. I have no information
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[illegible]

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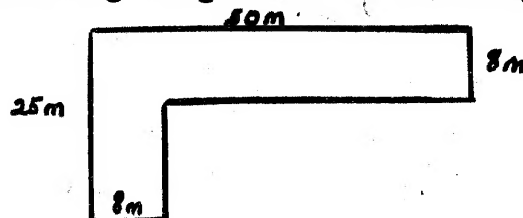
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on the load capacity of the runways but four-engine aircraft, of the Constellation type, did land and take off from this field. the northeast - southwest runway Point #22 was to be extended in a northeast direction about 800 - one thousand m.

4. The Ruzyně airfield was accessible from the Prague-Slany highway Point #1 which ran along the eastern border of the field, by a gate, Point #3 at the southeast corner of the field, and an employees' entrance Point #3a near the operations building Point #10. The gate Point #3 consisted of a pole similar to those at railroad crossings and was guarded 24 hours a day by an industrial policeman who was armed. This entrance was used only by employees and such trucks as serviced the field. The employees' entrance Point #3a was open only during the day and it was necessary for all employees to show their field passes to enter. All airline passengers used the entrance in the operations building and the international terminal building Point #18.

5. The following buildings were located at the airfield:

- Point #2 Bus Station. This building, approximately 2x3x3 m, was constructed of wood. This station was the last stop on the route which ran from Prague.
- #4 Guard House. This building was approximately 4x6x5 m and was constructed of cement-covered brick with a tar paper covered roof.
- #5 Garage. This was used by the civilian personnel who lived on the airfield.
- #7 Residential Area. This area contained approximately 15 single-story, brick buildings which were utilized as quarters by twenty families.
- #8 Water Pump Station. This was an underground pump station constructed entirely of concrete. I do not know the dimensions or the source of the main water supply but this station did supply the entire field with water.
- #10 Operations Building. This was a two story "L" shaped brick building of cream colored tile blocks. Dimensions of the building are given on the following sketch.



This building was 6 m high and had a flat roof. Atop the building was the control tower Point #10A which was approximately five m long, five m wide and five m high. This building also contained the air traffic control center Point #10B, on the first floor, the weather station Point #10C, on the second floor, and a passenger terminal for flights within Czechoslovakia on the first floor. Also on the first floor, beneath the weather station, was a restaurant and an entrance Point #10E to the visitors' area Point #15. Passengers utilized the entrances Point #10D to the building and to the field; the other entrances Point #10E were for employees.

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#18 International Passenger Terminal. This was a one story, wooden building approximately 50 m long, 18 m wide and 4 m high; it had a slightly pitched, wooden roof covered with tar paper. Only those leaving or entering the country were permitted in this building. Airline agencies from Poland, USSR, Hungary and Rumania had offices at this terminal.

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#25 Hangar #1. This was a cement-covered brick hangar, approximately 50x20x11 m with a flat roof of sheet-metal. It was divided into three sections. The doors of this hangar were constructed of metal and were approximately 20 m in width, and about eight m high. They were electrically operated. The middle section of the hangar was used as a school for ground personnel. A gymnasium was also located there; it was used by airfield personnel. The other two sections of the hangar were used for the repair and parking of planes. A first-aid station was probably located in the hangar.

#26 Hangar #4. This was a cement-covered brick hangar, approximately 15x8x8 m; it had a flat roof covered with sheet metal. The doors were constructed of metal and electrically operated.

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#27 Hangar #2. This was a cement-covered brick hangar, approximately 50x20x11 m, with a flat roof which was covered with sheet metal. It was divided into three sections. The doors of this hangar, constructed of metal, were approximately 20 m in width and about eight m high. The doors were electrically operated. Planes were parked inside this hangar.

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#28 Hangar #3. This was a cement-covered brick hangar, approximately 50x20x11 m, and had a flat roof covered with sheet metal. It was divided into three sections. The doors were constructed of metal and were approximately 20 m in width, and about eight m high; they were electrically operated. Planes were parked inside and minor repair work was done there.

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#29 Fire Station. This building was constructed of wood, and contained two fire engines and one ambulance.

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#30 Foundation of a New Building. This foundation was approximately 50x30 m.

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#31 Hangar #5. This was a brick hangar, approximately 35x20x10 m with a flat sheet metal covered roof. This hangar appeared to have been closed down.

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#32 Former German Caserne.

#9 State Bus Station. This building, constructed of wood, measured approximately 3x2x3 m. Plate glass approximately one m high extended approximately half the length of the building in front.

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#33 Airmen's Billets. This was a wooden building approximately 20x5x2½ m and had a slightly pitched roof covered with tar paper. Twenty airmen of the Czech Air Force were billeted there. Captain Jan Huba was in charge of these men and the weather station on this airfield.

#34 Recreation Building.

#36 Kitchen and Mess Hall. This was a single story wooden building, approximately 20x10x4 m with a slightly pitched roof covered with tar paper. This mess hall was used by airfield employees.

6. All Czech planes were parked on the west side of the operations building. All USSR passenger planes that landed at this airfield were parked in front of the #3 hangar.
7. The only obstructions at the airfield were the buildings which jutted onto the landing area from the east.
8. There were about 30 radio receivers and transmitters at this airfield; they were of American manufacture (Hallicrafter & Hummerlund). The control tower had three receivers; one set on 6440 kcs, another on 118.3 mgs. In the operations building there were eight receivers; six were utilized to keep in contact with other airfields in the Satellites. They were operated on a 24 hour basis. Two receivers were operated by the STB (State Secret Police). Two receivers were located 500 m southwest of Ruzyně. All transmitters were located in Jenec, approximately eight km southeast of Ruzyně; there were approximately 15-20 transmitters located there. The transmitters in the control tower were set on 6440 kcs; 118.3 mgs. Other transmitter settings were 333 kcs; 322 kcs; 5000-10000 kcs. Transmitter settings for the weather station were: 139 kcs, 260 kcs, 3961 kcs, 5770.5 kcs. The airfield has both telephones, telegraph and teletype systems. The weather station was located in the operations building /Point #10c/ and all the weather instruments were located in the northeast corner /Point #17/ of the field. Electric power for the airfield came from Prague, but the airfield had an auxiliary power station on the field, [redacted] Current was 220. At the field were a rotating beacon light, runway and taxiway lights, field border lights, and range station, but I have no details. There was no radar. This airfield was able to handle approximately 100-150 airplanes. [redacted] there were 20 DC-3's, 15 IL-12's, three JU-52's and four SI-204's. There were no military aircraft stationed at this field. Major aircraft repairs could be handled at the field.

9. [redacted]

10. Fuel was brought to the field by trucks which were loaded at the Ruzyně railroad station, and the fuel was stored in an underground storage tank located under Hangar #1 /Point #25/. [redacted]

[redacted] The aircraft were fueled by trucks. Water was obtained from an underground pump station /Point #8/. [redacted]

11. The weather in general was very good all year round. The winds were prevailing westerly of moderate velocity. In winter the small amount of snow was quickly cleared from the runways by snow-plows.

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12. As of May 1952, it was contemplated to extend the NE - SW runway /Point #22/ approximately 800-1000 m in the northeast direction, but the construction of this extension had not yet been begun. But the new section of the Prague-Slany Highway /Point #38/ had been completed. The old highway /Point #1/ was still in use and would continue to be used for admittance to the operations building /Point #10/. [redacted] length of the new highway [redacted] extended from the southeast corner of the field to the northeast corner beyond the contemplated new runway extension. The new road was basically the same as the old; it was a four lane, cobblestone highway, approximately 30 m wide with a grass covered island in the center three m wide. The only other construction was the building /Point #30/, the foundation of which was already completed.

13. This was a civilian airfield exclusively and was under the Ministry of Transportation. The supervisor of this field was Jiri Horn, a civilian. [redacted] there were approximately 20 Air Force enlisted men stationed there. They worked in the communications and weather sections. The Commanding Officer of this detachment was Captain Jan Huba. The enlisted men wore blue uniforms with gold buttons. The only flying activity at this field was done by civilians.

14. [redacted] various types of aircraft at this field [redacted] were passenger planes of one type or another. They were:

DC-3 - approximately 15 or 20,
IL-12 - approximately 15,
JU-52 - approximately three,
SI-204 - approximately four.

15. In addition to the information given above, [redacted] add the following:

Point #6 Wire Fence. This fence was approximately two m high.

#11 Driveway. This driveway, macadam surfaced, was used as an entrance to the operations building and also as a parking area.

#12 Parking Area.

#13 Grass Area.

#14 Grass Area.

#15 Visitors Area. This area, enclosed by a wire fence approximately two m high, was utilized by visitors to this field.

#16 Wind "T". This "T" was painted red and white and was lit up at night.

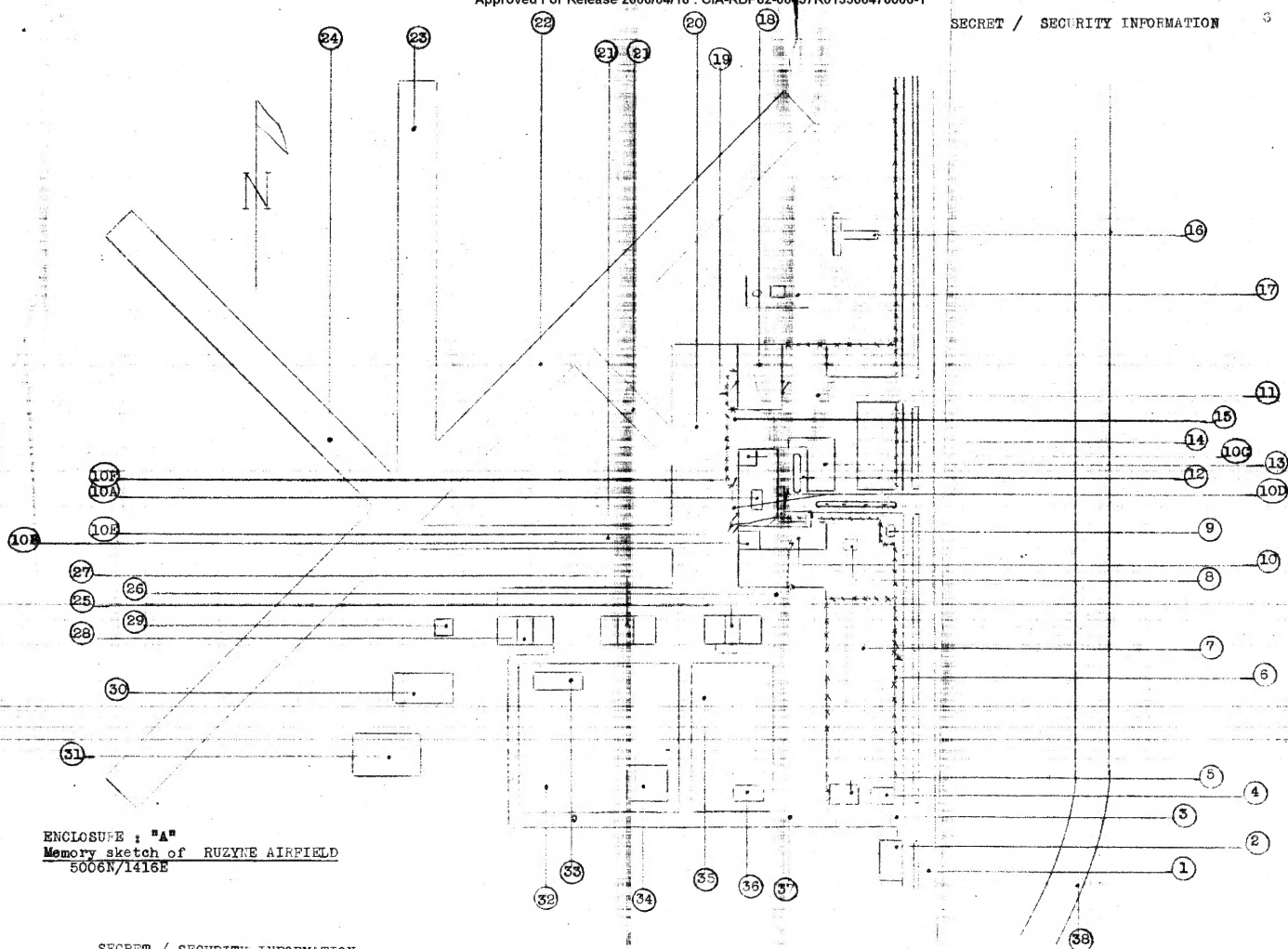
#19 Wire Fence. This fence was approximately two m high.

#37 Road. This road, cement-surfaced, was approximately 12 m wide and circumscribed the former German Caserne /Point #32/.

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Enclosure (A): [redacted] sketch of Ruzyn Airfield
/5006N-1416E/.

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ENCLOSURE : "A"
Memory sketch of RUZYNE AIRFIELD
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